

MUMUKA
Japanese Photographers
All kinds of Photographic
Work done in latest styles
also Passport Photos.
Developing and Printing for
Amateurs a Speciality.
No. 84, Queen's Road Central
Tel. 254.

The China Mail.

ESTABLISHED 1845

OVERLAND CHINA MAIL.
(PUBLISHED EVERY
MAIL DAY.)
Contains the Week's News
of Hongkong and the
Far East.
Price (including Postage) to any
part of the world \$12
per annum.

No. 17, 128.

號一十月四年八十壹百九千壹英

HONGKONG, THURSDAY, APRIL 11, 1918.

午戌次歲年七國民華中

PRICE \$3.00 Per Month.

**THORNE'S
OLD VAT
No. 4.
SCOTCH WHISKY.**
SOLE AGENTS.
A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS
HONGKONG.
TEL. 216.

NOTICE.
ANY EUROPEAN (Non ASIATIC or
INDIAN) desiring to leave the
Colony should apply in person at the
Central Police Station between the hours
of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m.
daily.
Applicants will be required to produce
Passports or identification papers. All
persons, with certain exceptions, who
remain in the Colony for more than
7 days are required to register them-
selves under the REGISTRATION OF
PERSONS ORDINANCE 1916. Forms
of Registration giving the particulars
required may be obtained at the G.P.O.
and at all Police Stations.
The Penalty for non compliance is a
fine not exceeding \$50.

**NORTH BRITISH & MERCANTILE
INSURANCE CO.**
WHICH HAS ENTERED THE SHARE OF
THE OCEAN MARINE INSURANCE
COMPANY, LTD.,
and
THE RAILWAY PASSENGERS
ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1914.
£93,970,367.
I—Authorized Capital £5,000,000
Subscribed Capital £4,500,000
Paid-up Capital £2,437,500
II—Fire Funds..... 3,537,047
Branches..... 17,567,590
III—Life & Annuity Funds..... 478,940
Sinking Fund Account..... 128,230
£93,970,367
Revenue Fire Branch..... £2,581,458
Life and Annuity..... 2,141,593
Branches..... 337,239
Revenue Marine Department..... 478,940
Other Receipts..... 25,830,928
£93,970,367
The Accumulative Funds of the various
Branches are separately invested, and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.

**SHEWAN, TOMES & CO.,
Agents.**

**PEAK TRAMWAYS COMPANY,
LIMITED**

TIME TABLE.
WEEK DAY
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
NIGHT CARS
4.50 p.m. and 9 p.m. 9.30 p.m. to 11.00
p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of
an hour.
SUNDAY
7.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 6.00 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.
SATURDAY
Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.
Sevens and pence tickets available for
all cars not already full running at the
discretion of the Company's time tables,
but not for special cars, can be obtained
on application to the Company's Office.
No "Season" ticket will be issued until
payment therefor has been made in Bank
Notes or by Cheque or Compost order
representing Bank Notes.
**JOHN D. HUMPHREYS & SON,
General Managers.**

BUSINESS NOTICES.
W. S. BAILEY & CO., LTD.
ENGINEERS and SHIPBUILDERS.
KOWLOON BAY.
Steam and Motor Vessels,
Steel Building Work of every Description,
Castings, Forgings, Repairs and Supplies.

**HONGKONG, CANTON & MACAO
STEAMERS.**
JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT
CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.
THE PUBLIC IS HEREBY NOTIFIED that the following revised Passage
Fares between Hongkong & Canton will come into force on 25th March, 1918.

	Dayboats.	Nightboats.
Saloon, Single	\$5.00	\$7.00
Return	8.00	12.00
2nd Class, Single	2.00	1.80
Deck	1.00	.90

In addition to the above, for the convenience of the travelling public a special
1st Class Return Ticket at Hongkong Currency \$11. and Chinese Currency \$11.80
available one way by Railway and the other by the Company's vessels will also
be issued.
HONGKONG-CANTON LINE.
Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 4 p.m.
SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.
Sailings:—To Macao daily at 8 a.m. (Sundays 9 a.m.) and
2 p.m. (Sundays 1 p.m.)
From Macao daily at 7.30 a.m. and 2 p.m. (Sundays 3 p.m.)
Further information may be obtained at the Company's Office, Hotel Mansions,
or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

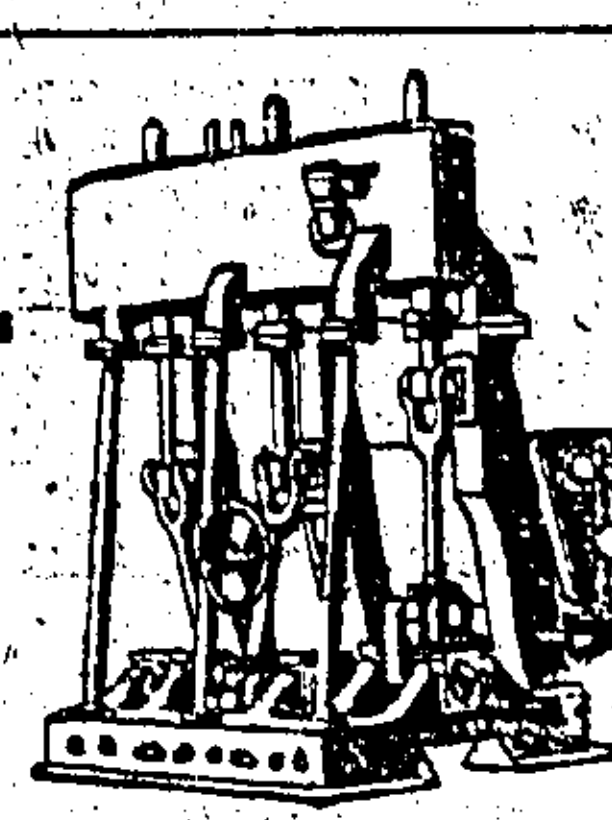
**WATSON'S
OLD
BROWN BRANDY**
25 YEARS IN WOOD.
A. S. WATSON & Co., Ltd.,
WINE AND SPIRIT MERCHANTS,
TELEPHONE No. 616.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.
Established 1883
MANUFACTURERS OF
PURE Manila ROPE

STRAND	CABLE LAY	4 STRAND
1" to 16"	5" to 15"	3" to 10"
CIRCUMFERENCE	CIRCUMFERENCE	CIRCUMFERENCE

Off Drilling Cables of any size up to 2,000 feet in length
Prices, samples and full particulars will be forwarded on application to
Shewan, Tomes & Co., General Managers.
Hongkong, April 11, 1918.

THE KWONG HIP LUNG CO., LTD.
(NOW RECONSTRUCTED).
ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two slipways and can accommodate any order
of 300 feet long.
Town Office, 48, Des Voeux Road Central, Hongkong. Telephone No. 48.
Shipyard, Sham-Sai-Po, Kowloon, Hongkong. Telephone No. 9.
Estimates furnished on application.
WONG PING WA, Manager
Hongkong, April 1, 1918.

BUSINESS NOTICES

TAIKOO DOCKYARD.
BUILDERS OF SHIPS & ENGINES
OF EVERY DESCRIPTION
—THE TAIKOO DOCKYARD & ENGINEERING COMPANY—
—OF HONGKONG LTD.—
AGENTS:—
—TELEGRAPHIC ADDRESS:—
"TAIKOO"
—BUTTERFIELD & SWIRE—
—TELEPHONE No. 212—

**SAINT GEORGE'S DAY SURPRISE.
WATCH
THIS
SPACE.**

GREEN ISLAND CEMENT CO., LD.
PORTLAND CEMENT
In Casks of 575 lbs. net.
In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.
GENERAL MANAGERS
THE HONGKONG HOTEL
AND
GRILL ROOM
J. H. TAGGART
MANAGER.

THE PEAK HOTEL.
1,500 Feet above Sea Level.
15 Minutes from Landing Stage.
Under the Management of—
Mrs. BLAIR.

The Wing On Co. 永安有限公司

八九一五
UNIVERSAL PROVIDERS.
Most up-to-date and Cheapest House in Hongkong.
Address: DES VOEUX ROAD AND CONNAUGHT ROAD CENTRAL.
Telephone: K. 196 & 193.

PREMIER'S IMPORTANT SPEECH.

MAN POWER PROPOSALS: CONSCRIPTION FOR IRELAND.

EXPLANATION OF THE CAMBRAI REVERSE.
[Reuter's Service to the China Mail.]

**"THE MOST CRITICAL STAGE OF
THE TERRIBLE WAR."**
LONDON, April 8.
There was intense interest in the
Premier's speech in the House of
Commons to-day. The House was
crowded but there was an entire
absence of excitement and no de-
monstrations when the political
leaders entered. The Premier, who
was cheered on rising, began his
speech in low tones but his voice
rang out as he developed his
theme. He said we had now
entered upon the most critical
stage of the terrible war. There
was at present a lull, but the
hurricane was not yet over. It was
gathering in strength for a fiercer
outbreak and ere it was finally ex-
hausted there would be many more.
The fate of the Empire, the fate of
Europe, and the fate of liberty
throughout the world might depend
upon the success with which even the
very last of these attacks was resist-
ed and countered. The Government
therefore proposed to submit to
Parliament to-day certain recom-
mendations in order to assist the
country and its Allies to weather the
storm. These recommendations
would involve, he regretted to say,
extreme sacrifices by large classes
of the population and nothing would
have justified them but the extrem-
est necessity and the fact that we
were fighting for all that was essential
and most sacred to the national life.
Explaining why Parliament had not
been summoned earlier, he said that
since the battle begun the Govern-
ment had been engaged in almost
hourly concert with their Allies in
providing the necessary measures to
assist the armies to deal with the
emergency, and the proposals they
intended to submit required very
close and careful examination. Deal-
ing with the military position he
pointed out that it was difficult to
get a clear and reliable narrative of
a battle extending for fifty miles.
The Staff and Generals were natu-
rally engaged in concentrating their
attention on the operations of the
enemy. Until that strain became
relaxed it would be difficult to as-
certain exactly what had happened.
One or two facts stood out but in
stating them he must avoid giving
information or encouragement to the
enemy. Also nothing must be said
to discourage our forces fighting so
gallantly. In this very hour all
reminiscence must be stopped.
THE PRESENT BATTLE.
The position, at the beginning of
the battle, the Premier said, despite
heavy casualties in 1917, was that
the British Army in France was
considerably stronger on January 1st,
this year than January 1st last year.
Up to October or November, 1917,
the German combatant strength in
France was as two to the Allied
three. Then came the collapse of
Russia and the Germans hurried up
released Divisions from the East to
the West. They had also a certain
measure of Austrian support but, not-
withstanding this and also notwith-
standing a considerable number of
German Divisions from the East, when
the battle began the combatant
strength of the German Army in
the West was not quite equal to the
total strength of the Allies. The
Germans were slightly inferior in in-
fantry, inferior in artillery, consid-
erably inferior in cavalry and un-
doubtedly inferior in aircraft. The
Germans, however, organized their
troops to produce a large number
of Divisions from a slightly smaller
number of infantry and a smaller
number of guns. It remained to be
seen whether their organization was
better than ours. The Germans,
however, had one or two great ad-
vantages. They had initial advan-
tage always commanded by troops
on the offensive. They knew where
they meant to attack, the dimensions
of the attack and the time of attack.
It was always difficult to tell when
an attack was coming. The problem
was closely considered by the Mil-
itary Staff at Versailles and General
Sir Henry Wilson concluded that the
attack was coming south of Arras
a very wide front, approximately by
55 Divisions, the object being to
break through the British lines.
These conclusions were reached two
or three months ago. It was one of
the most remarkable forecasts of
enemy intentions ever made. Gen-
eral Wilson also remarked that the
attack would probably succeed to the
extent of penetrating the British line
to half the distance of the front
attacked. Another advantage which
the Germans possessed was unity of
command. The dry and misty
weather also helped them. They
were actually within a few yards of
the front line in some parts before
they were observed. It was quite
impossible to observe them. This
was a distinct disadvantage, because
the defence organization of that par-
ticular part depended largely upon
cross-fire of machine-guns and artil-
lery. The enemy made the fullest
use of the advantage.
As regards the battle itself, it will
take sometime to ascertain all the
facts, but at one time it was un-
doubtedly very critical, when the
enemy broke through between the
Third and Fifth Armies. There was
a serious gap and the situation was
only retrieved by the magnificent
conduct of our troops. (Cheers.)
who retired in perfect order and re-
established the junction, frustrating
the enemy's purpose. The country
could not sufficiently thank the troops
for the superb valour and grim tena-
city with which they faced the over-
whelming hordes and clung to the
positions. (Cheers.) They retired,
but were never routed. Once more
the cool pluck of the British soldier,
who refused to acknowledge defeat,
saved Europe. (Cheers.)
Mr. Kennedy Jones, interrupting:
What about the Generals?
**GENERAL GOUGH RE-CALLED
FROM THE FRONT.**
The Premier, continuing, said he
was referring to the Generals, offi-
cers and soldiers. He drew no dis-
tinction. For instance, Brigadier
Carey collected, at a serious gap,
signallers, engineers and labourers
with odds and ends of machine-
gunners, who held up the Germans
and closed the road to Amiens.
(Cheers.) It would take a very long
time to name all the Generals who
distinguished themselves in this
battle. Until all the circumstances
which led to the retirement of the
Fifth Army were known, until its
failure to hold the line of the Somme
at least until the Germans brought
up their guns and, perhaps, their
failure to adequately destroy the
bridges were explained, it would not
be fair to censure General Gough,
but until the circumstances were
cleared up it would be equally unfair
to the British Army to retain his
services in the field, and the War
Cabinet, therefore, thought it neces-
sary to recall him until the facts
were examined and laid before the
Government by their Military ad-
visers.
(Continued on Page 5.)

INTIMATIONS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

AN INTERIM DIVIDEND of 8% (\$4.00) per share has been declared payable on the 15th instant. TRANSFER BOOKS will be CLOSED from the 15th to the 18th instant, both days inclusive.

DOUGLAS LARSEN & CO.,
General Managers,
DOUGLAS STEAMSHIP CO., LTD.
Hongkong, April 9, 1918. 311

THE DAIRY FARM CO., LTD.

APPLICATION has been made to the Directors of this Company to issue to WALTER DOUGLAS GRAHAM of Hongkong (deceased) a Duplicate Certificate of Sixty Shares in the Company or other Certificate or Certificates in lieu thereof upon the statement that the Original Certificate No. 1009 for shares numbered 2972/38834 and dated 11th January, 1903, has been LOST or DESTROYED. AND NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no claims or representation in respect of such Original Certificate is made to the Directors they will proceed to deal with such application for a Certificate.

M. MANUK,

Dated 4th day of April, 1918. 298

THIRD LIBERTY LOAN.

THE SUBSCRIPTION LIST for the THIRD LIBERTY LOAN of U.S. \$1,000,000,000 carrying interest at 4 per cent. per annum, closes in America on 4th May, 1918.

The International Banking Corporation is prepared to receive applications up to 25th April on the following terms:

5 % on application.

20 % on 21st May.

35 % on 11th July.

40 % on 8th August.

and will also grant loans against this security.

Hongkong, April 10, 1918. 313

NOTICE

HAVING RESUMED charge of my Business carried on under the Style of Messrs S. C. ISMAIL & CO., I, the undersigned, hereby give notice that from this date all Cheques on Bankers, Contracts and other matters in connection with the Business of the Firm will be SIGNED by me.

S. C. ISMAIL.

Hongkong, April 3, 1918. 291

DRY-CLEANING.

BEFORE putting away your winter clothing have it DRY-CLEANED to prevent damage from moths, silverfish, grease spotting, etc. The trifling cost repays itself in the economy effected.

All work done under special process by an expert. Satisfaction guaranteed.

THE EASTERN DYEING

AND

DRY-CLEANING CO.,

J. N. MEHTA,

Agent.

HONGKONG HOTEL BUILDING. 316

DAIRY FARM NEWS.

SAUSAGES.

SAUSAGES.

A Variety to suit all Tastes.

OXFORD SAUSAGES.

CAMBRIDGE.

PORK.

BEEF.

LIVER.

POLO-NEK HEAD CHEESE.

BLACK PUDDING.

WHITE.

&c., &c., &c.

28

KING EDWARD HOTEL

Central Location

ALL Electric Trains Pass Entrance, Electric Lifts, Fans and Lighting, European Baths and Sanitary Fixings, Hot and Cold Water System throughout.

Best of Food and Service.

Telephone 373

Telegraphic Address.

"VICTORIA."

J. WITCHELL,

Manager.

MARTIN'S

APIOL & STEEL

PILLS

A French Remedy for all liver troubles.

Larger Pills in the Market, as they are the only ones that can be taken in the morning.

They may be taken at any time.

They are sold in all parts of the world.

All Chemists and Druggists.

MARTIN'S, 10, D'ARQUAT STREET, HONGKONG.

MARTIN'S

APIOL & STEEL

PILLS

TANG YUK DENTIST, 202-203/204

the late SIFEN KING.

14, D'ARQUAT STREET.

TERMS VERY MODERATE

Consultation free.

INTIMATIONS

WANTED.

TWO MARINE ENGINEERS with Shop experience to act as Work-shop Foremen, also a Foreman Marine Boiler-Maker and a Foreman Ship-arpenter to take up duties in Shanghai. Address all communications to

N. Y. Z.

C/o 'CHINA MAIL' Office.

Hongkong, April 10, 1918. 319

WANTED.

EUROPEAN LADY, resident or daily, to look after 2 children of 7 and 8 years.

Apply—

Mrs. GALE,

109 The Peak.

Hongkong Mar. 28, 1918. 289

ASAHI BEER

For a healthy and

refreshing drink for early

Summer, there is nothing

so good as ASAHI BEER.

It is made from the

choicest hops the world

produces, hence its whole-

someness and absolute

purity.

The best drink for

health, enjoyment and

economy.

No drink delights the

connoisseur more or does

him so much good.

AGENTS—

MITSUI BUSSAN

KAISHA.

32

"REGAL"

RECORDS.

7330 (Flash of Steel, March ... (Band)

7331 (The Phantom Brigade ...)

7329 (Little Cadabour Inter- ...)

7313 (Reminiscences of Wales ...)

7331 (Popular Songs Medley (Concertina) ...)

7316 (Till the Boys come ...)

7316 (Australia will be ...)

THE ANDERSON MUSIC

CO., LTD.

Tel. 1322.

PATELL & CO.

ORIENTAL PRODUCE

EXPORTERS,

SILK MERCHANTS,

COMMISSION AGENTS.

Agencies in

NEW YORK.

SAN FRANCISCO, U.S.A.

Branches in:

CANTON.

SHANGHAI.

YOKOHAMA.

BOMBAY.

HEAD OFFICE: KING'S BUILDING.

HONGKONG.

SAVARESS'S

SANTAL

CAPSULES

EFFICIENT INDO-CHINA TREAT-

ment of all Malaria. Made in London.

WILL'S

"CAPSTAN NAVY CUT" CIGARETTES.

Fresh Stocks of

MAGNUM SIZE

"CAPSTAN NAVY CUT" CIGARETTES
HAVE ARRIVED IN THE COLONY AND
ARE NOW ON SALE AT ALL
TOBACCONISTS.

THIS ADVERTISEMENT IS ISSUED BY

BRITISH-AMERICAN TOBACCO CO., LTD.

SCOTTISH NOTES.

(From Our Own Correspondent.)

EDINBURGH, Feb. 11.

AN OLD SCOTTISH ARMY.

The efforts which this country, after a century of comparative peace, has raised an army for the World's War, finds an interesting parallel in the papers which Professor C. S. Terry has edited for the Scottish History Society. Our ancestors on whom fell the burden of the Great Civil War, were also able to look upon a hundred years of peace, for the Scots had known no serious fighting since Flukie in 1547. We had maintained our military tradition by the adventures of many thousands of Scottish soldiers who had fought for Holland, for France, for Denmark, for Russia, and, most important of all, for Sweden. When, therefore the Civil War broke out, we had professional soldiers to train it and to lead it, returned wanderers like Dugald Dalgetty. "Almost every one of the lieutenant-colonels and majors of the Army of the Solemn League and Covenant had seen foreign service." And most notable among them was the "old little, crooked soldier," Alexander Leslie, the Commander-in-Chief.

The Scottish Estates—the Parliament—called out the male population who were liable for military service. The age limits were sixteen and sixty, and the period of active service was theoretically forty days. Then, as now, the ground plan was the Territorial system. And there were many other parallels. For instance the Scots were fighting as allies of the English, but there were difficulties about the co-ordination of military operations. Then new arrange-

ments had to be made for munitions of war, and the manufacturing energies of the country had to be directed into new channels in the same way as to-day.

Further, the noble letter which Lord Kitchener addressed to the first Expeditionary Force may be paralleled by Leven's "Articles of War," written in noble words, as in the soldier's oath "to be ready to watching, warding, and working, so far as I have strength, to endure and suffer all distresses, and to fight manfully to the uttermost, as I shall answer to God and as God shall help me." There are some sentences in these Articles which show how far 20th century Germany is behind 17th century Scotland. "If any man shall presume to pull down, or set on fire any dwelling house, though a cottage, or hew down any fruit trees, or to waste or deface any part of the beauty of the country, he shall be punished most severely. If it shall come to pass, that the enemy shall force us to battle, and that Lord shall give us victory, none shall kill a yielding enemy. . . neither shall there be any ransoming of persons, spoiling, pillage, parting (dividing) of the prey, Leven's soldiers may not always have followed the good which they were taught to recognise, but at all events, their commander did not inculcate upon them to say, "Evil, be thou good." In the 16th century it was agreed that "murder is no less unlawful and intolerable in the time of War than in the time of Peace." It has been reserved for Germans to inculcate and act upon an opposite doctrine.

TO BEAT SUBMARINES.

It has been stated at various times in the Press that the Admiralty has not realized the value of camouflage as a means of assisting to defeat the attacks of enemy submarines on mercantile shipping and that such camouflage as has been tried is not of British origin. It can be stated that the Admiralty is fully alive to its value, and several months ago a system of camouflage was originated. The principles governing it cannot be divulged at present, but it may be said that it has not invisibility for its basis. The theory of rendering ships invisible at sea by painting them various colours is no longer tenable. Endless endeavours have been made in this direction and numerous schemes given fair trial by the

A PARENT'S DUTY.

YOUR boy is always getting scratched or cut or bruised. Because these wounds have healed all right, no sign they always will. Get a bottle of Chamberlain's Pain Balm and see that every injury is cared for immediately. You can get nothing better, and blood poison is too dangerous a disease to risk. For sale by all Chemists and Storekeepers.

LOSING WEIGHT

BY THE POUND

"Under Weight," a condition

of ill-health, shows your assim-

ilative powers are decreasing.

WATERCURY'S

METABOLIZED

COD LIVER OIL

COMPOUND

"Supplies the blood" with the

wanted nourishing and healthy

fish building materials. Very

palatable.

OF ALL CHEMISTS

Price \$1.25 and \$2.25

INTIMATIONS

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for ADMIRALTY CHARTS

ROSS'S BINOCULARS and TELESCOPES,

KELVIN'S NAUTICAL INSTRUMENTS,

BENSON'S ENGLISH WATCHES,

ENGLISH SILVERWARE, direct from Manufacturers,

High Class English Jewellery

KAIPING COAL

OR ALL

INDUSTRIAL AND HOUSEHOLD PURPOSES

FOUNDRY AND SMELTING COKE

FIREBRICK AND FIRECLAY

FOR ALL INFORMATION APPLY TO

DODWELL & CO., LTD., QUEEN'S

BUILDINGS, HONGKONG, OR

KAILAN MINING ADMINISTRATION,

TIENTSIN, NORTH CHINA.

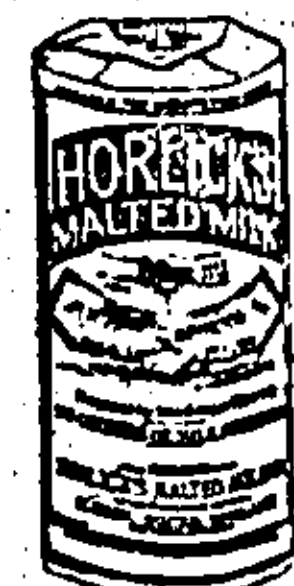
HORLICK'S MALTED MILK

Pure full-cream milk, enriched with choice malted

barley and wheat in powder form. Keeps indefinitely.

THE FOOD DRINK FOR ALL AGES.

A refreshing and sustaining beverage, ready in an instant by the addition of hot or cold water only. No cooking. Nourishing and convenient.



SOLD BY ALL CHEMISTS AND STORES.

HORLICK'S MALTED MILK COMPANY,

SLOUGH, BUCKS., ENGLAND.

PRINTING OF EVERY DESCRIPTION

executed at the Offices of

THE "CHINA MAIL" LTD.,

5, Wyndham Street.

COMMERCIAL FORMS

SHIPPING FORMS

CIRCULARS

PAMPHLETS

ENTERTAINMENT PROGRAMMES

WINE LISTS

MENUS

INVITATION CARDS

BOOKBINDING.

THE HONGKONG & WHAMPOA DOCK CO., LD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition, Engineering First and Second Editions, Western Union, and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS					
NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OF WATER ORDINARILY SPRING TIDES	DEPTH OF WATER AT HIGH TIDE	WINDING
H. WLOOY					
No. 1 Dock, Kowloon	700	170 (170' beam)	12'	15'	12'
No. 2 Dock, Kowloon	700	170	12'	15'	12'
No. 3 Dock, Kowloon	700	170	12'	15'	12'
Passing Slip No. 1, Kowloon	240	60	10'	12'	10'
Passing Slip No. 2, Kowloon	230	60	10'	12'	10'
TAI-KOW-SUI					
Commonpools Dock	445	55	10'	12'	10'
ABELDEAN					
Hops Dock	400	54	10'	12'	10'
Lamont Dock	400	54	10'	12'	10'

Telegraphic Address:
NIPPON HONGKONG.

All the News of Hongkong and the Far East

TELEGRAMS.

(Continued from Page 1.)

PREMIER'S IMPORTANT SPEECH.

The Premier paid a warm tribute to the speed with which the French reserves came up. It was one of the most remarkable feats of organization in the war. Between the efforts of our men and the loyal assistance given in a true spirit of comradeship by the French Army the position was for the moment established, but it was clear that the Germans were preparing another, and perhaps an even greater, attack. The Premier recalled that General Byng's Army in the north never gave way even a hundred yards to the enemy, and only retired to conform to the situation on the right flank. The enemy undoubtedly gained a great initial success. It was no good not accepting facts. The enemy failed, as far as the main object was concerned, namely, to separate the British and French Armies, but "we would be guilty of a great fatal error if we underestimated the gravity of the prospect." The enemy captured valuable ground much too near Amiens for our comfort and security, and succeeded in compelling one of our great Armies to retire.

The Cabinet took every step to hurry up reinforcements and no such large numbers of men had crossed the Channel at so short a time.

ENEMY CAPTURES EXAGGERATED.

The enemy claims of captures of guns, machine-guns and prisoners are greatly exaggerated. The Ministry of Munitions was not only able to replace the guns and machine-guns, but had a very substantial reserve. There was also a great reserve of ammunition here and in France. The same applied to aircraft. It was impossible at present to tell of the airman's part in checking the advance and making it difficult for the enemy to bring guns and ammunition. He was confident that our armies, Generals and soldiers, were quite ready for the next encounter.

The Premier referred to the material and dramatic assistance of the Americans. The Allies had looked forward to a large American Army in France in the spring, but it had taken longer than it was anticipated to train these soldiers, and, if America wanted to complete her Division, it would be impossible for her fine troops in large numbers to participate in this battle or campaign, although it might be the decisive battle of the war. Certain proposals were, therefore, submitted, first, to Mr. Baker, the American Secretary of War, and then to President Wilson. The result was that the American troops, who were available, would be brigaded with the Allied troops and their fighting strength would be immediately brought to bear on the struggle. (Cheers.)

THE VERSAILLES COUNCIL.

The Premier deprecated discussion on the question of the Versailles Council, but he declared that the battle had justified the wisdom of that policy. After the battle had commenced, not merely the Government but also the Commanders in the field were so convinced of the importance of a more complete strategical unity that they agreed to the appointment of General Foch to the supreme direction of the strategy of all Allied Armies on the Western Front. Generalissimo Foch was one of the most brilliant soldiers in Europe. When we were in a similar plight in the first Battle of Ypres, General Foch rushed to the French Army there, by every conceivable expedient, and undoubtedly helped to win that battle. The loyalty and comradeship of General Foch were undoubted. The Premier did not doubt that the new arrangement would be carried out not merely in the letter but also in the spirit. Strategical unity was a fundamental condition of unity and could only be maintained by the complete co-operation of the Government and Generals, and with public opinion unshakably behind it. The Premier urged the nation at home to stand united for the united control of strategical operations of

our Armies at the front. We were fighting a very powerful foe, whose successes were mainly due to the superior unity of his strategic plans. The Premier ridiculed the suggestion that our forces had been dissipated by subsidiary enterprises. Not a single Division had been sent from France to the East. As regards Italy, but for the presence of the French and British Divisions there, the Austrians at present would be free to throw the whole of their strength on the Western Front. The Salonika forces had been reduced by two Divisions.

There was only one White Division in Mesopotamia. In Egypt and Palestine together there were only three White Divisions, the remainder were either Indian or mixed. He asked the House to consider what this meant. There was a menace to our Eastern Empire through Persia and Afghanistan to India.

Mr. Lloyd George expressed great gratitude to India for the magnificent way in which she had come to help the Empire in this emergency. It was not the fact that we had three Divisions in Egypt and Palestine and one in Mesopotamia that enabled us to hold our own. We owed it to the splendid troops from India, many of whom were volunteers since the war, and they had been more than a match for the Turks on many a stricken field.

THE CASUALTIES.

The casualties could not be yet accurately stated, but Field-Marshal Sir Douglas Haig assured him that the German claims were quite impossible. The losses, of course, had been considerable. The enemy had definitely decided to have been a military decision this year, whatever the consequences to himself. This meant prolonged battles.

There were still seven or eight months in which the fight could continue. Everything depended on keeping our strength right to the end. We could do it with American aid, but even then we could not feel secure unless we prepared ourselves to have even greater sacrifices than hitherto. He knew what would happen if the Government's demands were not accepted. It was true we had already raised nearly six million men for the Army and Navy, and we could not raise the same proportion of men for the battle as the other belligerents owing to the naval demands and the shipping of coal and steel, which we must supply. It would be folly to in anywise interfere with the Navy and shipping, which were a fundamental condition of Allied success. (Cheers.)—but there was still a reserve of men which, consistently with the discharge of these obligations, might be withdrawn in a great emergency for the battle line, not without damage to industry and a certain weakening of our economic strength, and restriction, and perhaps, privation, but without the impairment of the striking power of the country in the war. We must look ahead.

MEN NEEDED URGENTLY.

The Germans were calling up the 1920 class, which provide for this campaign 350,000 young men for the battle line. We had already raised for the Army, during the first quarter of 1918, more than that quarter's proportion of the original estimated minimum required for the present year, essential industries being combed-out. Large levies had been made from the coal mines, another 50,000 would be required from that source. Transport services would also be dealt with, and further calls would be made on the Civil Service. It was not merely necessary to have men, but to have them quickly.

"MILITARY BILL PROPOSALS ANALYSED."

The Premier proceeded to discuss the proposals of the Military Bill. He regretted that the first was to raise the military age to 50 and, in some specified cases, to 55. The latter age referred to men of special qualifications, training and experience. It was proposed further to use the Government's powers to cancel exemptions. It was also proposed that His Majesty the King might by Proclamation, after declaring that a national emergency had arisen, direct any exemptions from Military Service to cease to have effect.

THE IRISH QUESTION.

Referring to Ireland Mr. Lloyd George said an emergency had arisen necessitating men of 50 and boys of 18 joining the Army, and he was perfectly certain that it was impossible to justify any longer the exclusion of Ireland—(Cheers and Irish dissent.)

No Home Rule proposal, ever submitted to the House of Commons, ever proposed to deprive the Imperial Parliament of full powers on all questions relating to the Army and Navy; so there was no derogation of any national right.

THE STRUGGLE "MORE IRISH THAN ENGLISH"

The struggle, in which England was engaged, was just as much Irish as English. It was even more so—it was more Irish, Scotch and Welsh than English. Ireland, through her representatives at the beginning of the war, had voted for war, and supported war. There was no dissenting voice among the Irish representatives. America was in the war and there more Irishmen

in the United States than in Ireland. They were subject to conscription; Irishmen in Great Britain were subject to conscription, so also were the Irishmen of Canada. It was indefensible that we should ask youths of 18 and married men up to 50 with families in England, Scotland and Wales to fight for freedom and independence of the small Catholic nationality in Europe, while Irishmen aged 20 to 25 were not obliged to take arms for a cause which was as much theirs as ours. It was illogical and unjust.

IRISH HOSTILITY.

At this stage the Prime Minister was subjected to a running, hostile commentary from Irish Benches. The Premier proceeded to say that the Irish battalions were becoming steadily depleted, and proposed to extend the Military Service Act to Ireland under the same conditions as Great Britain. There was no register in Ireland, hence it would take some weeks before enrolment began there. (Further considerable uproar and cries of "Ireland won't have it at any price.")

The Premier, continuing, said there must be no delay.

Mr. William O'Brien: That is a declaration of war against Ireland.

SELF-GOVERNMENT FOR IRELAND.

The Premier, continuing, said the Government without delay intended to ask Parliament to pass the measure of self-government for Ireland (Renewed Irish uproar and cries of "Keep it"), but there must be no misapprehension on the questions of Home Rule and Irish Conscription, which did not hang together; each must be taken on its merits.

Irish cries: "You can keep both." The Premier: That is a new view as regards Home Rule.

Mr. Lloyd George, continuing, said the report of the Irish Convention afforded another opportunity of approaching this next question with some hope of success. (Irish uproar.)

Mr. Devlin, interrupting, asked whether he could move an adjournment of the debate until the Convention's proposals were before the House.

The Speaker said the motion could be put after the Premier's speech.

The Premier, continuing, said he understood the Convention's report was reached by a majority, but he was afraid the majority was insufficient to enable the Government to say that it represented a "substantial agreement." That meant that the Government must accept the responsibility of submitting to Parliament with the guidance of the Convention's report such proposals for the establishment of self-government in Ireland as were just and could be carried without violent controversy. The Government proposed to introduce such a measure at an early date, and he would advise the House to pass it without delay. When large numbers of youths would be brought into the fighting line it was right that they should feel that they were not fighting to establish a principle abroad which did not apply to themselves. (Irish uproar.)

The Premier proceeded by saying that the appeals he addressed to the Dominions had produced a fine response. (Cheers.) They had already furnished about a million magnificent fighting men and all the Dominions were taking the necessary steps to send more.

The Premier hoped it would be possible to pass the proposals this week. (Irish cries "Never," and cheers from other parts of the House.) The Premier said time pressed every day as the proposals were important. The Government regretted such extremely drastic measures, which would injure many trades, but, considering the emergency, no Government would accept responsibility for proposing less. (Cheers.) He would not say that if this battle went against us the war would be over, because as long as we had a ship afloat we should not accept the German peace. (Loud cheers.) But if the battle was won, as he believed it would be, then the dream of Prussianism was sealed. (More Irish uproar.)

"THE BATTLE MUST BE WON NOW."

The enemy had attacked at the height of his strength. We had been deserted by a powerful Ally. Another more powerful Ally was not yet ready to exert a tenth of his might. On the other hand, this battle must exhaust the German reserves, while America was only now bringing in the first instalment of her first corps. If we wished to avoid the war lasting for years the battle must be won, and to win it we must be ready to throw in all our resources. The men we were now taking might well be the means of winning a decisive victory and, with these measures and the promise of American aid, we need not fear the ultimate issue. (Cheers.)

"THERE WILL BE CAUSE OF DEEP ANXIETY."

We might pass through many fluctuations of hope and disappointment in this battle. But "Let us come to the vicissitudes of this tremendous struggle with stout and steady heart. There is no cause yet for exultation except in the valour of our troops, and there will be cause for deep anxiety. There will always to the end be cause for exertion and sacrifice, but if those are given with untainted devotion there may and will be cause for confidence in this country." (Cheers.)

MR. ASQUITH.

Mr. Asquith, following the Premier, said, if he believed they were confronted with the gravest peril which ever menaced the Empire, there was no sacrifice which the

House of Commons was not prepared to make. He appealed to the Premier to give a little more time for the consideration of the Bill. The only test applicable to the Bill was whether a military result could be secured by it which would outweigh all other considerations. The Allied cause had never been so seriously imperilled, but by a supreme and sustained effort we could save it. Mr. Asquith paid a glowing tribute to the manner in which the men had fought. He mentioned that one of his sons, who was an artillery officer at St. Quentin, wrote that for twelve successive days, from the 21st March, his battery were covering the retirement, and took part in 20 engagements. This was a sample of the work the artillery was doing all along the line. "He doubted whether there had ever been a more splendid thing in the glorious history of the artillery."

They exposed themselves to destruction and capture throughout the whole retirement in order to save the infantry. (Loud cheers.) As long as this spirit animated the Army he did not despair of the prospect of victory. If, however, we were confronted with the gravest peril that had ever menaced not only the Empire but also the Allies, there were something greater than any material factors man had ever built up, namely, the fortunes and liberty of Humanity. There was no sacrifice which the House of Commons representing the people were not prepared to make to preserve the world from the worst catastrophe that had ever befallen it.

MR. DILLON ON WAR CABINET'S METHODS.

Mr. Dillon followed Mr. Asquith and moved an adjournment of the debate. He warned the Government that they were entering on a mad course in endeavouring to force conscription in Ireland. Mr. Dillon asked whom the Premier had consulted as regards conscription in Ireland. He hoped, for the sake of winning the war, the War Cabinet's methods of dealing with the war would be different to the methods of dealing with Ireland.

MR. DILLON'S MOTION DEFEATED.

After a discussion on Mr. Dillon's motion, which lasted an hour, the Government moved its closure which was carried by 310 votes to 85. Mr. Dillon's motion was defeated by 323 votes to 80, after which the discussion was resumed.

SIR EDWARD CARSON.

Sir Edward Carson warmly supported conscription in Ireland. He was glad and proud to think that his country had at length taken a proper place in the battle of Freedom, but he regretted the question was mixed up with Home Rule. This might raise two agitations; one against conscription and another regarding Home Rule both prejudicial to the operation of the Act.

MAN-POWER BILL PASSES FIRST READING.

LONDON, April 10.

In the House of Commons the first reading of the Man Power Bill was passed by 299 votes to 80.

COMBING-OUT.

OCCUPATIONAL EXEMPTIONS TO BE WITHDRAWN.

LONDON, April 9.

The Press Bureau announces that Sir A. Geddes, Minister of National Service, notified the withdrawal on April 24 of exemptions from military service, held on occupational grounds by men of various ages in a large number of occupations who are medically graded on two (sic).

COL. REPPINGTON'S DEFENCE OF THE FIFTH ARMY.

NOT SUFFICIENTLY TRAINED.

LONDON, April 10.

Colonel Repington, in the Morning Post, defends the conduct of the Fifth Army during the German offensive. He says "our line extended to the south of the Oise." On the urgent solicitation of the French, contrary to the reiterated representations of our Command in France, which considered that the line would be too thin, the Fifth Army on January 20th occupied a line forty miles long. The troops thereafter were so busy wiring and digging that few had more than seven days' training. The next two months they were outnumbered by four to one in infantry and by 2 to 1 in guns by the Germans who broke through at four places, necessitating the decision to fight back rather than to break the Army in pieces, by standing to the last against a superior enemy. It was inevitable that some units should give way, but the Army as a whole was never broken. It maintained the battle line for eight days and saved two-thirds of the guns, giving time to the French to come up.

BRITISH OFFICIAL REPORTS.

BRITISH AND PORTUGUESE TROOPS FORCED BACK.

LONDON, April 9.

Field-Marshal Sir Douglas Haig reports:— This morning, after an intense bombardment from La Bassée Canal to the neighbourhood of Armentières, strong hostile forces attacked the British and Portuguese holding this sector. A thick mist made observation impossible and the enemy forced his way into positions near Neuve Chapelle, Fanquart and La Condounerie Farm. After heavy fighting the daylong the enemy forced back the Portuguese in the centre and the British on the flanks of the line of the Lys river, between Estaires and Becstmaur.

OTHER POSITIONS HELD.

We hold our positions on both flanks about Givenchy and Flurboix, where the enemy was repulsed. In heavy fighting, the enemy captured Richebourg, Straat and Laventif. Severe fighting continues on the whole of this front. We secured prisoners, southward of Arras in minor engagements.

MIST AND RAIN HINDERS AVIATION.

LONDON, April 9.

Field Marshal Sir Douglas Haig, reporting on aviation says:— Owing to mist and rain, few flights were possible yesterday.

FIERCE FIGHTING CONTINUES.

Field-Marshal Sir Douglas Haig reports:— Fierce fighting continued on the battle front northward of the La Bassée Canal last evening and at night.

We hold the line of the rivers Lawe and Lys, and are heavily engaged with the enemy at Estaires and Bec St. Maur and the river crossings. On the southern flank, an attack was made on Givenchy into which the enemy at one time forced his way, but the place was re-captured by a counter-attack later in the day by the Fifth Division, who took 750 prisoners. The enemy early this morning opened a heavy bombardment on the positions eastward and northward of Armentières as far as the Ypres Comines Canal. Fighting is proceeding on the southern portion of this front.

Local fighting occurred southward of the Somme yesterday evening. The situation is unchanged.

FRENCH OFFICIAL REPORTS.

LONDON, April 10.

A French communiqué states:— North of Montdidier, the enemy artillery, violently countered by ours, bombarded several points in the region of Hangard-en-Santerre. Our artillery prevented the German attack debouching.

We repulsed an attempt, west of the Noyon sector, at Biernmont.

There was an intermittent artillery duel on the left bank of the Oise.

Our batteries caught and dispersed enemy concentrations in the region of Coucy le chateau.

GERMAN CLAIMS.

GERMAN REPORT.

LONDON, April 10.

A German official message states:— We captured, Quincy, Lanoucourt and Coucy-le-Chateau.

The enemy lost 340 aeroplanes during March. We lost 81.

GERMAN MESSAGE REPORTS SUCCESS ONLY.

LONDON, April 10.

A German official message states:— We penetrated the English and Portuguese positions, northward of La Bassée Canal.

We threw back the enemy across the Oise-Aisne canal, between Coucy-le-Chateau and Brancourt.

AMERICAN TROOPS ARRIVE IN BRITISH ZONE.

LONDON, April 10.

Reuter's Correspondent, so British Headquarters states that the Americans have appeared in the British zone, where their presence will soon be felt.

BRITISH DESTROYER SUNK.

ALL HANDS MISSING.

LONDON, April 9.

The Admiralty states: "A destroyer was sunk on April 4th as a result of collision in foggy weather. All hands are missing."

"NESTOR" SANITARY FLUID.

A Reliable Disinfectant, Germicide, Antiseptic and Deodorant, non-Poisonous.

Per gallon tin ... \$2.50
Per pint tin ... 50 cents

VICTORIA DISPENSARY.

Telephone 292.

A handy lad with a hammer can do it well!
But we employ men who are expert to demonstrate the best way to use

"MALTHOID"

These men have learned from experience and will give you the benefit of their experience

FREE!

It will make a great difference in your roof!

CHEAP!
CLEAN!
WATERPROOF!
"MALTHOID"
LIMIT!
SAFE!
KNOWPROOF!Agents, BRADLEY & Co., Ltd.
HONGKONG.

You be the Judge

From any point that you wish to Judge it,
PETER DAWSON WHISKY
is all that could be asked.There is a good reason for the many friends it has won.
STOCKED BY ALL DEALERS.

SOLE AGENTS—

H. RUTTONJEE & SON,
WINE AND SPIRIT MERCHANTS.THE SOCIETY OF ST. GEORGE.
HONGKONG.

WAR BOND DRAWING

3 QUESTIONS AND ANSWERS 3

QUESTION A—How many tickets have you purchased or how many are you interested in? ANSWER A—50.

QUESTION B—Is the winning number amongst them? ANSWER B—Of Course!

QUESTION C—If so what are you going to do with the proceeds? ANSWER C—Give 1/3rd to Charity and pouch the balance.

The foregoing are reasonable answers to the questions, but you may have some better ones; if so, please submit them to "War Bond Answers," Post Office Box No. 351, Hongkong, who will give judgment thereon, and sender of the best answers will receive TWO WAR BOND TICKETS AND 5 TOMBOLA SPILLS. Any number of alternative answers may be sent in, but winner will be required to produce a War Bond Ticket already purchased for each answer submitted. All alternative answers to be sent in by the 22nd of April. They may be in comic, poetic or tragic vein.

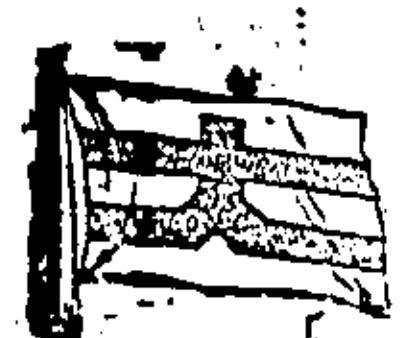
Judging of answers will be made by the St. George's Day Publicity Committee.

TICKETS are on sale at Banks, Clubs, Hotels, Leading Stores, and the Hongkong and China War Savings Association c/o the Union Insurance Society of Canton, Ltd.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.
WILL dispatch VESSELS to the Undermentioned PORTS
LONDON AND BOMBAY, via SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.
SHANGHAI, MOJI AND KORE.
LONDON via SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID AND MARSEILLES.
SHANGHAI, MOJI, KORE AND YOKOHAMA.
LONDON AND BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.
 Wireless on all steamers. Return tickets at a fare and a-half available to Europe for two years, or intermediate ports for six months. Round-the-world and through tickets to New York, at Special Rates.
 For **PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING** Etc. apply to—
P. & O. S. N. Co.'s Office.
E. V. D. PARR, Superintendent.



O. S. K.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION.)

North American Line. For VICTORIA, SEATTLE AND TACOMA, VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KORE AND YOKOHAMA.
 "MANILA MARU".....Monday, 29th April at 3 p.m.
 "CHICAGO MARU".....Monday, 6th May at 3 p.m.
FORMOSAN LINE.—For Tamsui, Keelung, Anping and Takao, via Swatow and Amoy.
 "KALIO MARU".....Sunday, 14th April at 10 a.m.
 "JOSHIN MARU".....Monday, 15th April at 9 a.m.
 Calling at Tamsui, Keelung via Swatow and Amoy.
 These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office and while the steamer is alongside the wharf Telephone No. 78 will be fixed.
SOUTH AMERICAN LINE.—Every three months steamers proceed to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.
AUSTRALIAN LINE.—Monthly service between Japan and Adelaide, calling at Auckland, N.Z., Sydney and Melbourne.
BOMBAY LINE.—Fortnightly service for Bombay calling at Singapore and Colombo. At present this line's steamers take cargo only.
JAVA LINE.—Monthly service for Java ports calling at Manila, Sandakan and Macassar. Booking for passengers and cargo to these ports.
FOR SAILING DATES AND FURTHER PARTICULARS APPLY AT THE OFFICE.
K. YAMASAKI Manager.
 No. 1, Queen's Building
 Tel. Nos. 744 & 745

JAVA-SAN FRANCISCO

via SINGAPORE, HONGKONG, JAPAN AND HONOLULU and vice versa.

TELEPHONES 1574-1575-1576.
 Agents.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIJUN KAISHA).

Regular Service of Steamers to PACIFIC COAST.
 For Space and Particulars
 Apply to—
DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINE
 Sailings from Hongkong.

Steamer from Hongkong	On or about	Connecting at Calcutta with	On or about
A steamer	Shortly		

For freight and further particulars apply to
DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.
 Sails on or about

For Sailing Dates Freight or Passage apply to
DODWELL & CO., LTD., Agents.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.
 FOR SHANGHAI, SWATOW, AMOY, SHANGHAI, TIENTSIN, SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
 For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.
 Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
 (SUBJECT TO ALTERATION.)

For SHANGHAI, SWATOW, AMOY, SHANGHAI, TIENTSIN, SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
 For Freight or Passage, apply to—
JARDINE, MATHESON & Co., Ltd., General Managers.
 Tel. No. 210.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
 CALCUTTA, STRAITS, HONGKONG, SHANGHAI
 AND JAPAN PORTS.

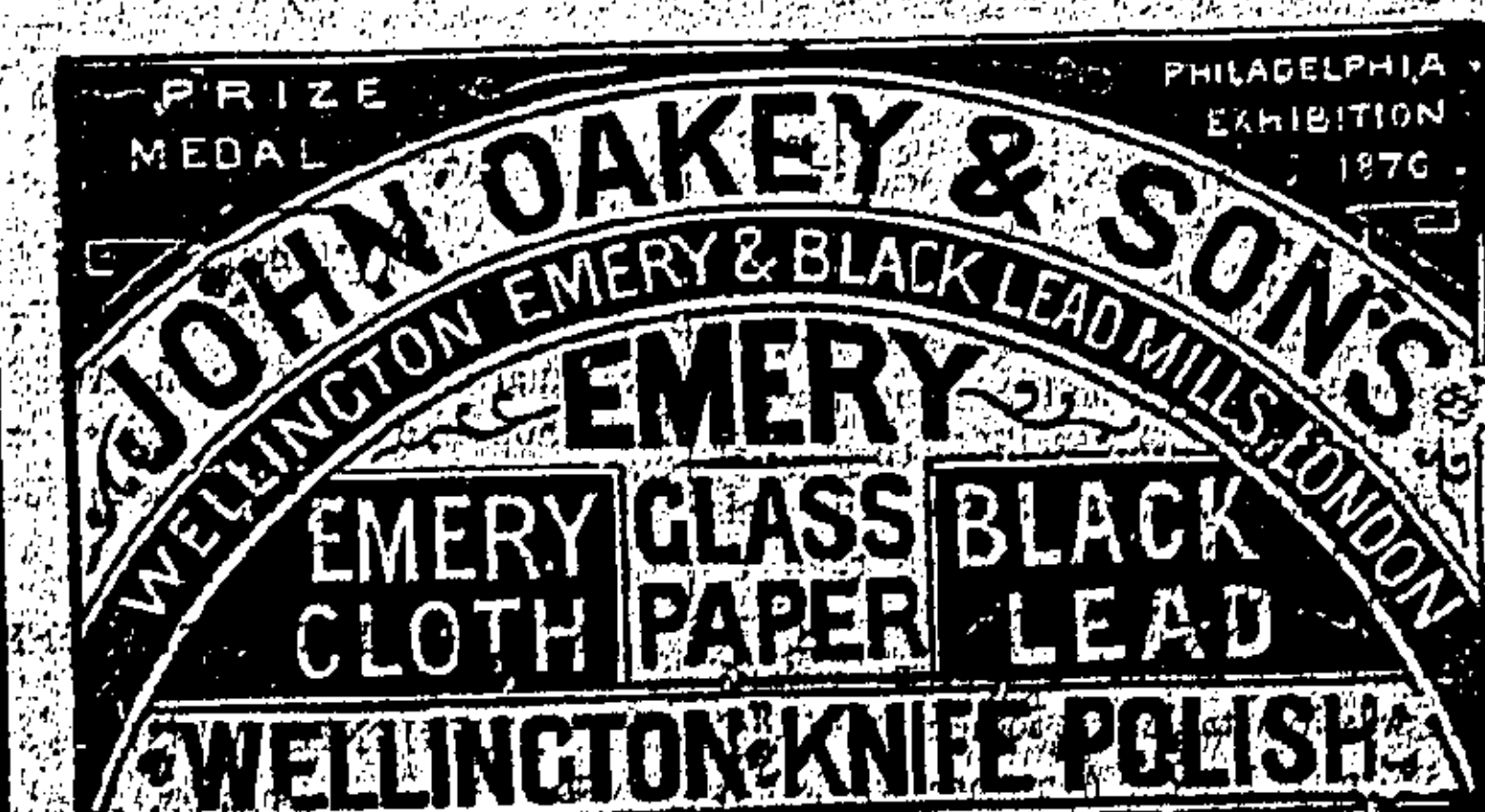
EASTWARD.

WESTWARD.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
 For Freight or Passage, apply to
DAVID SASSOON & CO., LTD., AGENTS.

VETARZO BLOOD MEDICINE

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.
 Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poisons, impurities, or other imperfections of the blood from whatever cause arising. It is a medicine that is taken into the system, that it permeates and penetrates to the minutest capillaries, removing and expelling disease, wherever and in whatever form met with, removing all morbid elements, such as scurvy, rheumatism, and glandular swellings, discoloured, roughened and scaly patches, etc. Its effects are almost magical in the treatment of you, rheumatism, eczema, leprosy, psoriasis, and swellings of the joints, discharges, blood poisons, eruptions, leprosy, leishmaniasis, bed sores, bad breath, abscesses, ulcers, wounds, sores, gonorrhea, etc. It improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, straining, spasmodic cough, too often the precursor of consumption.
 VETARZO BLOOD AND NERVE FOOD. See next paragraph for further particulars.
 Send stamped addressed envelope for Free Booklet, or P.O. 2/6 for Trial Bottle of either remedy, to THE VETARZO REMEDIES CO., 40, Abchurch Lane, LONDON, E.C. 4. Unimpaired vendors may try to sell you something else for extra profit, do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.
 VETARZO REMEDIES ARE SOLD BY BOOTHS, CASH CHEMISTS.



JOHN OAKLEY & SONS, LTD., 10, Abchurch Lane, London, E.C. 4.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days)
 STEAMSHIP CAPTAIN LEAVING.
HAIRONG Capt. J. W. Evans.....SUNDAY, 14th April at 10 a.m.
HAITAN Capt. A. E. Hodgins.....FRIDAY, 16th April at 12 Noon.

SWATOW

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & Co., General Managers.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

Via SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.
 FAST AND LUXURIOUS MAIL STEAMERS.
 Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong
SHINYO MARU	22,000	27th April
KOREA MARU	18,000	24th May
SIBERIA MARU	18,000	8th June
TENYO MARU	22,000	

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BAILEA, CALLAO, ARIQUA and IQUIQUE.

Thence by Trans Andean Route to Buenos Aires.

Steamers	Tons
KIYO MARU	17,500
NIFFON MARU	11,000
ANYO MARU	18,500

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to—
T. DAIGO, MANAGER, KING'S BUILDING.

Telephone Nos. 2374 and 2375.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS & DISPLACEMENT	SAILING DATES
Shanghai, Kobe & Yokohama	*Kaga Maru, 12,500 tons	WED., 24th Apr. 11 a.m.
	*Hirase Maru, 16,000 tons	THU., 25th Apr. 11 a.m.
Nagasaki, Kobe & Yokohama	*Aki Maru, 12,500 tons	SAT., 30th Apr. 11 a.m.
	*Tango Maru, 12,500 tons	SAT., 18th May, 11 a.m.
Shanghai, Moji & Kobe	*Bombay Maru, 8,000 tons	TUE., 23rd April
	*Ceylon Maru, 10,000 tons	MON., 29th April

London or Liverpool via Spore, Colombo, Delagoa Bay & Cape Town

Melbourne via Manila, Zamboanga, Thursday Is., Townsville, Brisbane, & Sydney

New York via Shanghai, Kobe, Yokohama, San Francisco & Panama Canal

Bombay via Singapore, Malacca, & Colombo

Calcutta via Singapore, Penang & Rangoon

* Omitting Shanghai and/or Moji

FOR DATES OF SAILING

APPLY AT THE COMPANY'S OFFICE.

* Wireless Telegraphy

HONGKONG-VICTORIA B.C. SEATTLE

VIA

Manila, Shanghai, Nagasaki, Kobe, Yokkaichi & Yokohama.

Operated by the magnificent and splendidly equipped Passenger Steamers "Fushimi Maru," "Suwa Maru," "Kashima Maru" and "Katori Maru," each of over 20,300 tons displacement.

Next sailing from Hongkong:

* Katori Maru, SATURDAY, 20th April at 11 a.m.
 * Suwa Maru, WEDNESDAY, 16th May, at 11 a.m.
 * Omitting Manila, Rangoon.

For further information apply to

NIPPON YUSEN KAISHA, B. MORI, Manager.

Telephone 222 & 223

SHIPPING

P. & O. S. N. Co.

STEAM FOR STRAITS, COLOMBO, BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Homeward-Mail Steamer carrying His Majesty's Mails will be despatched from this port as usual taking Passengers and Cargo for the above ports. Passengers' accommodation in the connecting vessel is secured before departure from Hongkong.
 Silk and Valuable Cargo for Italy, France and London (under arrangements) will be conveyed in this steamer proceeding via Bombay, and then transhipped to the overlying steamer for Marseilles and London.
 Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars sailing dates, etc. apply to—
E. V. D. PARR, Superintendent.
 Hongkong, Nov. 23, 1917.

THE LONDON DIRECTORY.

(PUBLISHED ANNUALLY)

ENABLES traders throughout the World to communicate direct with English MANUFACTURERS & DEALERS in each class of goods. Besides being a complete commercial guide to London and its suburbs, the Directory contains lists of EXPORT MERCHANTS with the goods they ship, and the Colonial and Foreign Markets they supply.

STRAITSHIP LINES arranged under the Ports to which they sail, and indicating the approximate sailing dates.

PROVINCIAL TRADE NOTICES of leading Manufacturers, Merchants, etc., in the principal provincial towns and industrial centres of the United Kingdom.

A copy of the current edition will be forwarded, freight paid, on receipt of Postal Orders for 25s.

Dealers seeking Agencies can advertise their trade cards for £1, or larger advertisements from £5.

The London Directory Co., Ltd., 25, Abchurch Lane, LONDON, E.C. 4.

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION.

The Chinese Mail

華字日報

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN.

\$12.00 per annum delivered in Hongkong—\$19.00 to all Coast Ports.

No. 5, WELLINGTON STREET, HONGKONG.

AGENTS.

LONDON.—WILLIAM BLAKER, 47 Great Russell Street, W.C. F. ALGAR, 11 & 12 Clement's Lane, Lombard Street, E.C. T. B. BROWN & Co., Ltd., 163 Queen's Road, Victoria, S.E. CLARK, 8, Collyer's Lane, S.E. GRACE, 38, Abchurch Lane, E.C. G. STREET & Co., Ltd., 81, Cornhill, London & Colchester, 15, Bride St., E.C. ROBERT WATSON, 10, Fleet Street, C. MITCHELL & Co., 6, New Hill, Holborn, "Admiral," 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, New Bridge St., E.C.

SOUTHLAND.—F. H. B. BROWN, 8 North St., Dunedin, N.Z.

PARIS AND EUROPE.—MATHIAS FRANK & Co., 15, Rue de la Grange, Paris, France.

NEW YORK.—T. B. BROWN, Ltd., 20, Wall Street, New York City.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco, Cal.

FOOCHOW.—BROOKER & Co.

AUSTRALIA, TARMANIA AND NEW ZEALAND.—GORDON & JOHN, Melbourne and Sydney.

CEYLON.—W. M. SMITH & Co., THE ASSOCIATED CO., Colombo.

SINGAPORE, STRAITS, etc.—KING & WAH, Ltd., Singapore.

PHILIPPINE ISLANDS.—A. S. WATSON & Co., Manila.

SHANGHAI.—Messrs. KELLY & WAH, Ltd.

JAPAN.—Messrs. KELLY & WAH, Ltd., Kobe and Yokohama.

CANTON.—PARK & Co.

THE CHINA MAIL LTD.

A. Wyndham Street, Hongkong.

